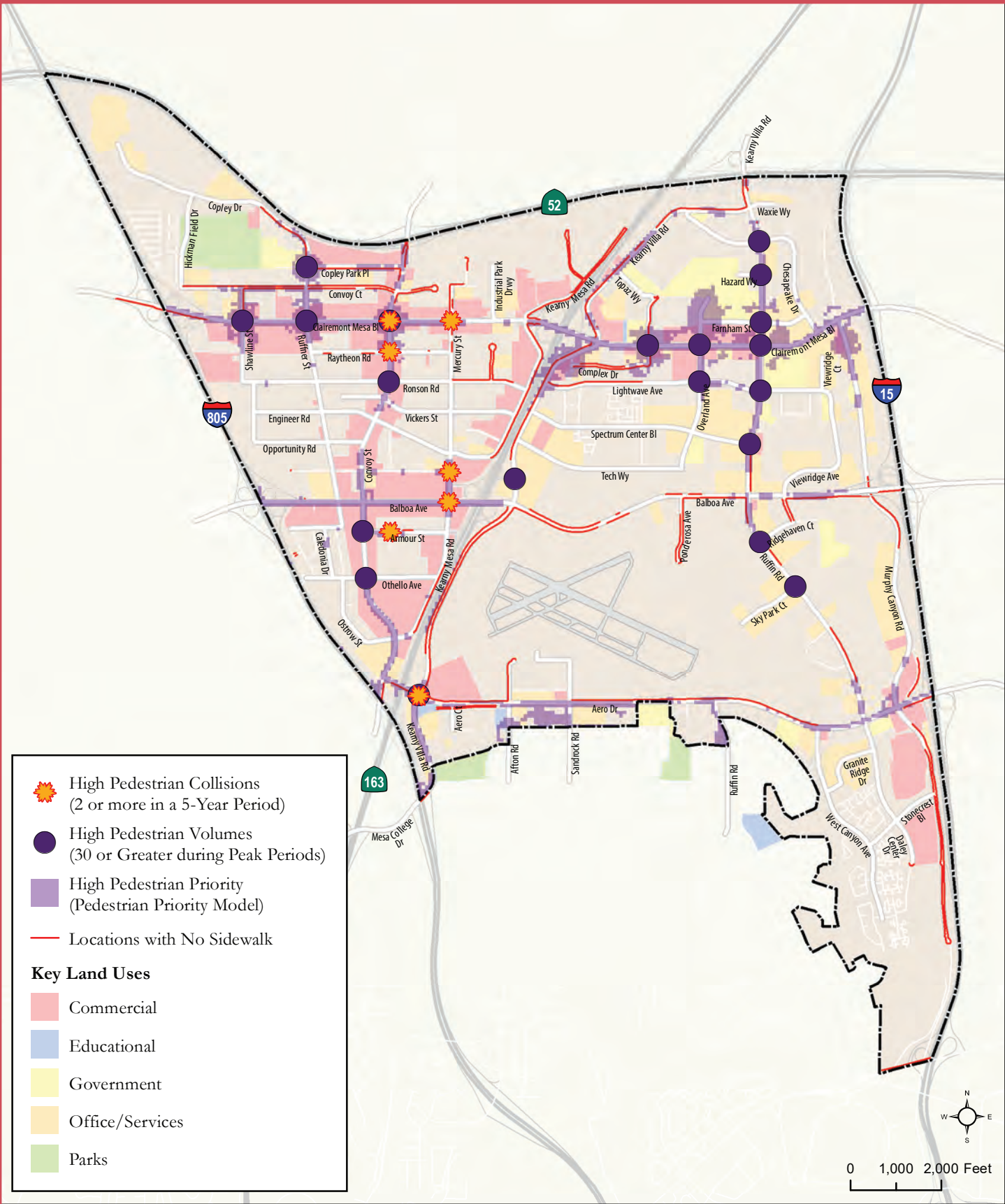
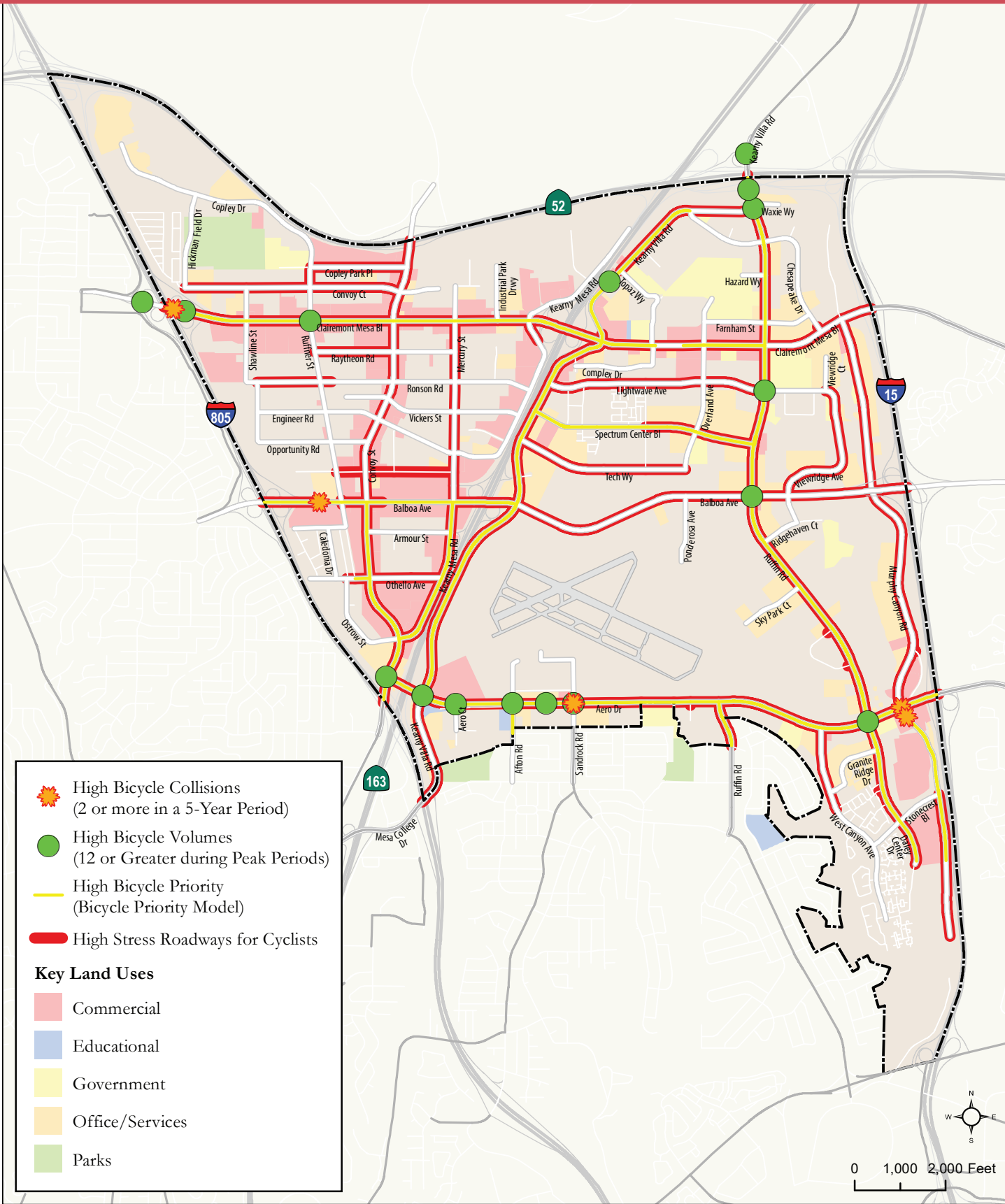


PEDESTRIAN NEEDS



BICYCLE NEEDS



INSTRUCTIONS: Please review the descriptions below and identify the three features you feel are most important for each pedestrian route type.

District Route Type

Sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas.

- | | |
|--|---|
| <input type="checkbox"/> Audible / Visual Crosswalk Signals | <input type="checkbox"/> Curb Extensions / Bulb-Outs |
| <input type="checkbox"/> Lead Pedestrian Interval | <input type="checkbox"/> Reduced Turning Radii |
| <input type="checkbox"/> No Turn On Red | <input type="checkbox"/> Advance Stop Bar / Limit Line |
| <input type="checkbox"/> Pedestrian Scramble | <input type="checkbox"/> Street Furnishings for Comfort and Enjoyment |
| <input type="checkbox"/> High Visibility Crosswalks | <input type="checkbox"/> Pedestrian Scaled Lighting |
| <input type="checkbox"/> Mid-Block Crosswalk with Pedestrian Activated Traffic Control | |

Corridor Route Type

Sidewalks along roads that support moderate density business and shopping districts with moderate pedestrian levels.

- ☐ Pedestrian Countdown Indication
- ☐ Lead Pedestrian Interval
- ☐ Mid-Block Crosswalk with Pedestrian Activated Traffic Control
- ☐ High Visibility Crosswalks
- ☐ Median Refuge
- ☐ Advance Stop Bar / Limit Line
- ☐ Adequate Shading
- ☐ Pedestrian Scaled Lighting
- ☐ Traffic Calming

Connector Route Type

Sidewalks along roads with moderate to high average vehicular traffic that tend to have low pedestrian levels.

- ☐ Pedestrian Countdown Indication
- ☐ High Visibility Crosswalks
- ☐ Advance Stop Bar / Limit Line
- ☐ Adequate Shading
- ☐ Adequate Lighting
- ☐ Minimize Driveway Cross-Slope



INSTRUCTIONS: Please review the bicycle facility types below and draft network map, then respond to the questions at the bottom of the page. The draft network was developed based on right-of-way, existing curb-to-curb width, and surrounding land uses.



CLASS I
MULTI-USE PATH



CLASS II
BICYCLE LANES



CLASS III
BICYCLE ROUTE



CLASS IV
CYCLE TRACK

PROS

- provides physical separation from vehicular traffic
- provides cyclists their own right-of-way
- comfortable for all skill levels
- increases cycling rates

CONS

- right-of-way requirements
- may require parking reductions or vehicle capacity reductions

- provides cyclists their own right-of-way
- may provide comfort for cyclists
- may increase cycling rates

- no physical separation from vehicles
- may require parking reductions or vehicle capacity reductions
- may not appeal to the majority of the current non-cycling populations

- provides a low speed/low traffic volume cycling environment
- alerts drivers to anticipate cyclists
- helps position cyclists to be visible within the roadway

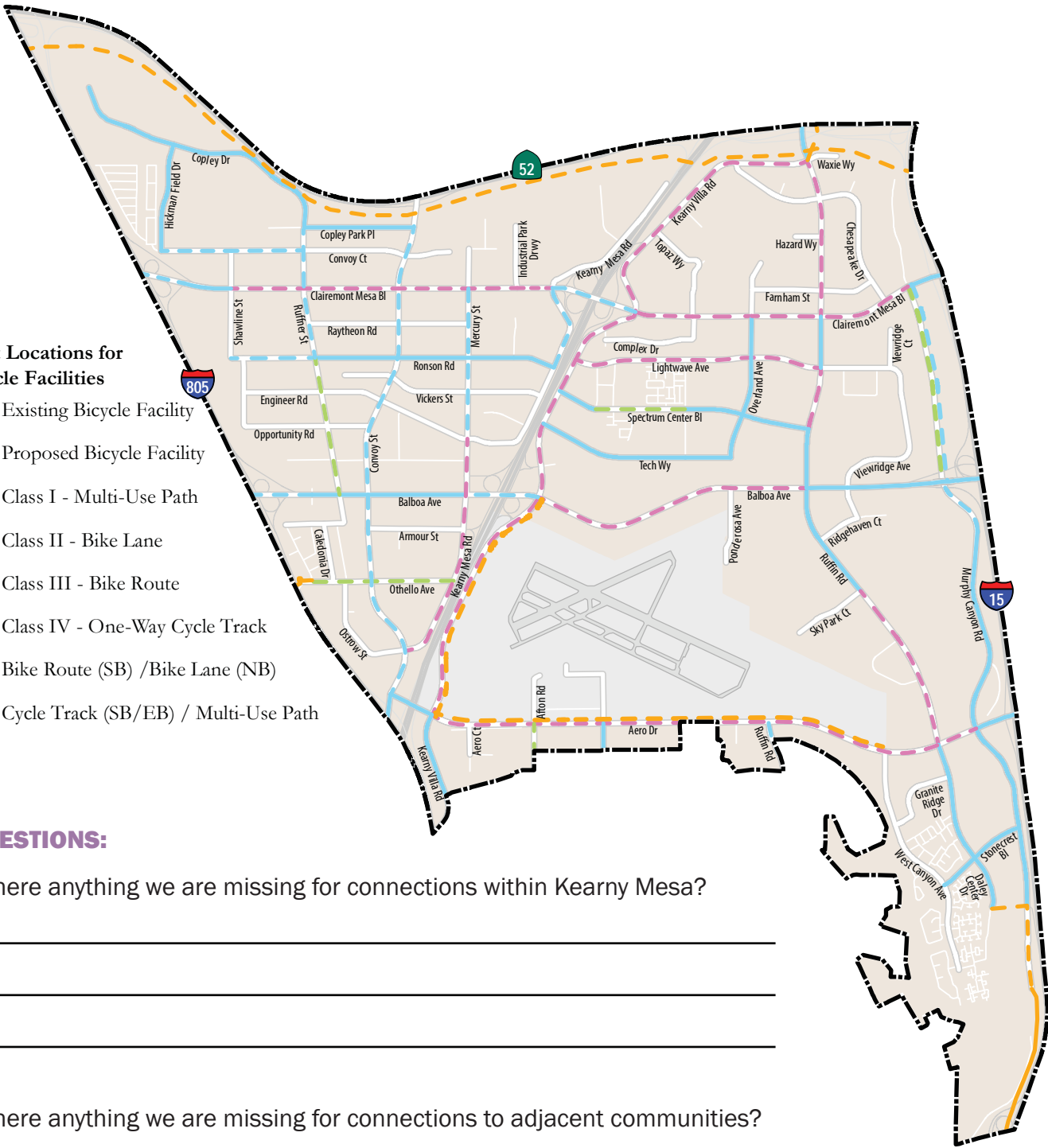
- does not provide a dedicated right-of-way
- conflicts between cyclists and vehicular traffic
- less desirable to the majority of the current non-cycling populations

- provides physical separation from vehicular traffic
- provides cyclists their own right-of-way
- comfortable for all skill levels
- increases cycling rates

- right-of-way requirements
- may require parking reductions or vehicle capacity reductions

Draft Locations for Bicycle Facilities

- Existing Bicycle Facility
- - Proposed Bicycle Facility
- Class I - Multi-Use Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - One-Way Cycle Track
- Bike Route (SB) /Bike Lane (NB)
- Cycle Track (SB/EB) / Multi-Use Path



QUESTIONS:

Is there anything we are missing for connections within Kearny Mesa?

Is there anything we are missing for connections to adjacent communities?

INSTRUCTIONS: Please review and respond to the questions below. The graphic to the right displays transit needs identified during the existing conditions analysis.

Mobility Hubs are transportation centers located in areas that support mixed-use, transit-oriented development that are served by high frequency transit. In order of priority, provide your preferred locations of Mobility Hubs within the Community.

1

2

3

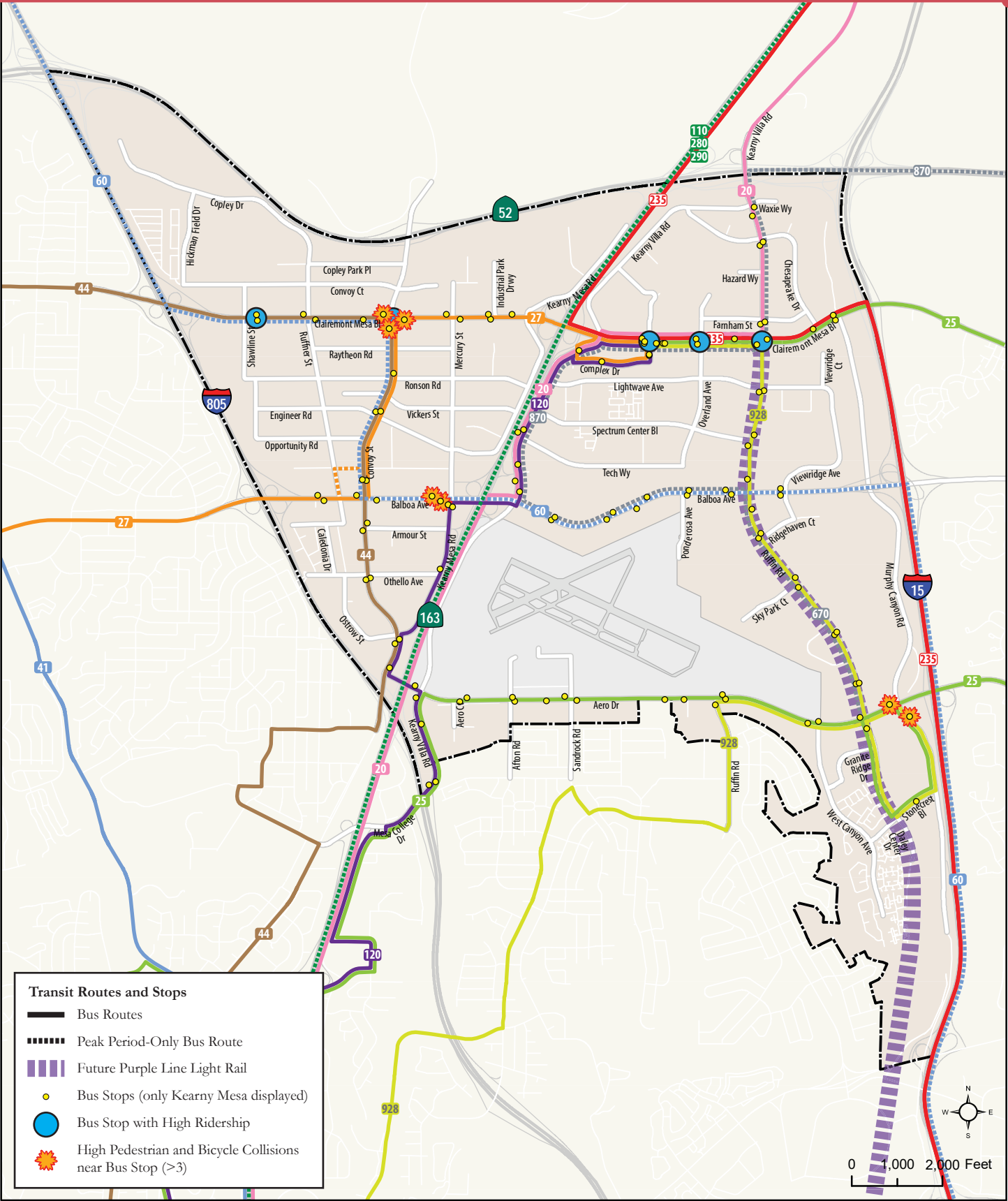
Mobility Hubs can feature a wide range of transportation choices including the following. Check your top **five** choices to include in potential Mobility Hubs within Kearny Mesa below:

- ☐ Bikeshare
- ☐ Carshare
- ☐ Bike Parking
- ☐ Demand-Based Shuttles
- ☐ Directional Signage
- ☐ Electric Vehicle Charging
- ☐ Real-Time Travel Information
- ☐ Neighborhood Electric Vehicles

Local circulators are a form of transit that help make internal connections within a community. They can be fixed routes (busses), or demand-based (like Uber/Lyft, and the Free Ride Everywhere Downtown (FRED)). Would you prefer a fixed route or demand-based service?

- ☐ Fixed Route
- ☐ Demand-Based

Using a marker, draw your preferred route for a local circulator on the map to the right.



INSTRUCTIONS: Please review the information below and respond to the questions. Though the map indicates areas of congestion determined through technical analysis, they may not be the same locations perceived by Kearny Mesa stakeholders.

In your experience, what are the three (3) most traffic congested segments in Kearny Mesa?
In your opinion, what contributes to the congestion for each segment?

1

2

3

In your experience, what are the five (5) most traffic congested intersections in Kearny Mesa?
In your opinion, what contributes to the congestion for each intersection?

1

2

3

4

5

WHAT IS A PARK ONCE STRATEGY?
Park Once programs utilize centralized parking facilities to service multiple destinations. This enables visitors to “park once” and comfortably walk to destination(s). In addition to sufficient parking, the surrounding area must be pedestrian friendly to be successful.

Would a Park Once strategy be successful in Kearny Mesa? If so, list the preferred locations:

